

TRACKMOBILE®



7TM Mobile Rail Car Mover CAPABLE OF MOVING UP TO TEN 100 TON CARS

THE TRACKMOBILE ADVANTAGE

The 7TM TRACKMOBILE is a single coupler mobile railcar mover capable of pulling or pushing cars. The 7TM utilizes two sets of wheels, rubber tires for road drive and rail wheels for rail travel. The 7TM has a rigid frame and a floating axle so that constant contact is made by the rail wheels on uneven track. The dual wheel system provides more flexibility than other railcar moving systems. Less trackage and fewer switches are required when a 7TM is used to move railcars. All functions of the 7TM including road to rail conversion, coupling, and car movements are controlled from inside the 360° visibility, weatherproof cab by a single operator. Easy to maintain and operate, the 7TM is the efficient way to move railcars.

TRACKMOBILE PULLING POWER

The 7TM's hydraulic jacking coupler moves horizontally, as well as vertically, to facilitate coupling on curves. The coupler lifts the rail car to transfer weight to the 7TM, giving it a tractive effort of 20,000 lbs on rail. The 7TM is powered by a 6 cylinder gasoline engine or a 4 or 6 cylinder diesel engine. A torque converter and a four speed transmission transfer smooth constant power to the railwheels. The road wheels are driven through the same transmission by lug friction driving drums mounted to the railwheels. Sand can be applied to the front or rear railwheels by a switch inside the cab, when freezing or wet conditions exist. The 7TM is capable of moving 7 to 10 one hundred ton cars under most conditions.

7TM TRACKMOBILE SPECIFICATIONS

Frame

Heavy duty, all welded from preformed steel plate and structural shapes.

Engines

Industrial gasoline or diesel.

Torque Converter

3 to 1 torque multiplication ratio.

Transmission

Constant mesh, 4-speed forward and reverse.

Rail Wheel Axle

Differential and planetary wheel ends. 13.7 to 1 ratio.

Rail Brakes

15-1/4" diam., hydraulic power actuated, mechanical parking, internally expanded, self-energizing, drum and shoe type.

Rail Wheels

23" diam. heat-treated, cast steel.

Road Wheels

Rock service tires, heavy duty retractable suspension. 12 ply 9.00 x 20 tires.

Rail Drive

Through transmission and planetary type differential axle assembly.

Power Steering

Truck-type linkage and spindles.

Hydraulic System

Constant pressure system with engine running to insure maximum traction and braking ability and to prevent settling. Direct connected gear driven pump.

Coupler

Heavy duty cast steel TRACKMOBILE pioneered weight transfer design; positive coupling to rail cars insured with AAR contour. Hydraulically controlled from cab for easy coupling.

Sanders

Air operated sand boxes built into frame.

Lights

Two forward and one rear running lights. Two front and two rear stoplights.

Cab

Driver conditioned, totally enclosed cab, easy to use instruments and controls, comfortable seat, 360° clear vision and electrical windshield wiper.

Warning Signal

Blast-type air horn.

Available Accessories

Heater, defroster fan, rotating light, warning bell, spot light, auxiliary coupler, air brakes (12CFM), air brakes (24 CFM), rail snow plow, pedestal for rotating light, extra seat, Atlas water muffler, protecto seal gas cap, turn signals, radiator shutter assy., diesel engine, engine block heater, engine shutdown.

TABLE OF PERFORMANCE:

Speeds	On Rail	On Rubber
1ST	0-2. MPH	0-2.0 MPH
2ND	0-5.1	0-3.8
3RD	0-9.9	0-7.3
4TH	0-18.8	0-15

Maximum Tractive effort:

On Rail—20,000 lbs.

On Rubber—4,800 lbs.

DIMENSIONS:

On Rail (AAR Clearance Pattern Maintenance)		On Rubber
Wheelbase	71"	61"
Length (overall)	154-1/2"	154-1/2"
Width	96"	96"
Height	110-1/2"	121-1/2"

ROAD CLEARANCE: At track wheel flange - 12"

WEIGHT: 21,000 lbs.

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